

The China Mail

Established February, 1845.

16 JULY 1885
16 JULY 1885

VOL. XLI. No. 6852.

號四月七日五十八年一千一英

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, 1, Ludgate Circus, E.C. BAXTER & HENDE, & Co., 37, Walbrook, E.C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMADEU PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WINE, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne & Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BRAIN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Singapore, Singapore. C. HENSEN & CO., Manila.

CHINA.—MOSCOVIA A. DE MELLO & Co., Shanghai & Canton. A. M. WILSON, NICHOLAS & CO., Foochow. HEDGES & CO., Shantung, LANE, CRAWFORD & CO., and KELLY & WALSH, Yuhkien, LANE, CRAWFORD & CO., and KELLY & CO.

BILLS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000
Reserve Fund.....\$4,400,000
Reserve for Equalization.....\$400,000
of Dividends.....\$400,000
Reserve Liability of Proprietors.....\$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—Mr. MOYER, Esq.
C. D. BORTOMLEY, M. GROVE, Esq.
H. HOPKINS, Esq.
H. L. DAIRYWELL, Hon. W. KIRKWOOD,
Esq.
A. P. MCLEWIS, Esq.
W. H. FORBES, Esq.
E. E. SASSOON, Esq.

CHIEF MANAGER.
Hongkong.—THOMAS JACKSON, Esq.,
Manager.
Shanghai.—EWEN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of
2 per cent. per annum on the daily
balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credit granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, February 28, 1885. 347

NOTICE.
RULES OF THE HONGKONG
SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on work-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation's fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, May 7, 1885. 754

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

REGISTERED OFFICE,
40, THEONEDELL STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit,
buys and sells Bills of Exchange,
issues Letters of Credit, forwards Bills for
Collection, and transacts Banking and
Agency Business generally on terms to be
had on application.

APPROVED CLAIMS ON THE
ORIENTAL BANK CORPORATION
PURCHASED ON ADVANCE
TAECHOUS TERMS, &c.

75 per Cent ex 1st deposit equal to 3½
per Cent for whole claim.

H. A. HERBERT,
Manager,
Hongkong Branch.
Hongkong, July 4, 1885. 123

THE HONGKONG HAIR DRESSING
SALOON,
HONGKONG HOTEL BUILDINGS.

A LADIES Hair Dressing Saloon is at
tached to the Establishment, and
Ladies are respectfully INVITED to give
it a TRIAL. Every satisfaction is gua-

ranteed.

Hongkong, May 7, 1885. 755

Notices of Firms.

NOTICE.

MR. E. H. M. HUNTINGTON has been Admitted a PARTNER in our Firm in Hongkong, China and elsewhere, from 1st January, 1885.

RUSSELL & CO.,

Hongkong, July 1, 1885. 1104

NOTICE.

THE BUSINESS of the Firm of A. A. de MELLO & Co., at Macao, will be CONTINUED as heretofore, under the MANAGEMENT of Mr. F. A. da CRUZ, who is again duly authorised to sign the Firm per pro.

For A. A. de MELLO & Co.,
Baroness de GERALD,
Administrator of the late
Baron de GERALD's Estate.
Macao, the 9th July, 1885. 1162

Intimations.

CHEE WO LING KEE

HAS always on Hand STEAM
LAUNCHES FOR HIRE. Charges
as follows:—

Wing-Shiu, Wing-Cheng, and Wing-Tye.

For first hour, \$3.

" second " \$2.

" every subsequent hour, \$1.

Wing-Puk, Wing-Loy, and Wing-Lee.

For first hour, \$3.

" second or subsequent hour, \$2.

Rates for towing Vessels and Cargo-boats,
or use of LAUNCHES for Excursions to
Macao, Canton, or other places may be
arranged at No. 29, WING WO STREET.

Hongkong, June 13, 1885. 979

P. R. I. C. E. L. I. S. T.

T A I L O R I N G .

CRICKETING Flannel Coat and Pants.....\$9.00 3 Suits \$25.00.
White Serge.....\$9.00 " \$25.00.
Blue " " " \$7.50 " \$21.00.
Thin Summer Tweed " " " \$9.00 " \$25.00.
Black and Blue Diagonal Satin Coat.....\$4.00 to \$6.00.
Tweed Trouser.....\$1.75 3 Suits \$4.50.
Pajama Suits (Cutout).....\$4.50 " \$12.00.
A lot of Tweed Suit lengths medium weights.....\$7.00.
Drill, Serges, Flannels, Tweeds, &c., by the yard or piece, &c., &c., &c.

Long Cloth Shirts, with and without Collars attached.....\$18.50 per Dozen.
Marine Linen Under Shirts Men's size.....\$6.25 "

India Gauze Under Shirts at various and reduced prices.

Belgrave, " " " \$6.00 and \$9.75 "

Another lot of Superior hand made Buttoned Shoes with Blue
Cloth tops.....\$4.00 per Dozen and upwards according to size.

Turkish Towels (white).....\$1.00 Each.

Huckaback Towels.....\$3.00 "

Bath Blankets.....\$3.80 per Pair.

" largest size.....\$5.50 "

Bathing Drawers.....\$6.00 and \$9.75 "

A lot of Kid Shoes.....\$2.50 "

Another lot of Superior hand made Buttoned Shoes with Blue
Cloth tops.....\$6.00 and \$9.75 "

Lot of Straw Hats.....\$1.25 "

Calcutta Pith Sun Hats.....\$1.50 "

&c., &c., &c., &c., &c.

These Quotations are subject to a discount of 10 %, For CASH.

For Sale.

LANE, CRAWFORD & CO.

HAVE RECEIVED A NEW SUPPLY OF

SUMMER GOODS

IN THEIR OUTFITTING DEPARTMENT,

Consisting of:

GENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material

suitable for hot climates.

TENNIS SHIRTS thoroughly clean.

The 'ASCOT' SUMMER WASHING SCARF.

Washing SILK SCARVES and TIES, in new shapes.

TERAL, ZEPHYR FEET, STRAW HATS.

The FORBES WATSON Patent FEET SUN HELMET.

Calcutta PITH SUN HATS and HELMETS.

Summer BOOTS and SHOES, TENNIS SHOES.

New SWIMMING COLLARS and BATHING DRAWERS.

French and Irish CANTERBURY HANDKERCHIEFS.

Fine LONG-CLOTH SHIRTS for Summer wear.

Extra Thin RAIN COATS, waterproof.

The 'ACME' Patent Ventilated RAIN COAT.

The 'CLIMAX' SILK UMBRELLA, wear guaranteed.

White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & CO. have the largest Stock in Hongkong of GENTLEMEN'S

HOISERY and OUTFITTING of all kinds; their Selection is kept up by

frequent parcels of all the Novelties as they appear in London.

LANE, CRAWFORD & CO. 1071

Hongkong, June 25, 1885.

CLEARANCE SALE.

FOR ONE MONTH FROM 1ST JULY.

To make room for our Autumn Arrivals and to obviate the necessity of holding over
our present Stock until next Summer, which always entails loss from deterioration,
we have re-marked our Goods at such REDUCTION IN PRICE as, we think, will
ensure the accomplishment of our purpose.

P. R. I. C. E. L. I. S. T.

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&c., &c., &c., &c., &c.

These Quotations are subject to a discount of 10 %, For CASH.

Robt. Lang & Co.,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

1110

W. POWELL & CO.

EX STEAMSHIP ANTENOR.

ADIES' EVENING SHOES with Beaded Toes, all sizes.

LADIES' and GENTLEMEN'S

WALKING & SHOE OSES,

papers made of 'Pannuscorium' (a soft and pliable material,

For Sale.

MAC'EWEW, FRICKEL & Co.

VICTORIA EXCHANGE,

ARE NOW LANDING

D'VEO'S NONPAREIL KEROSINE

O.I.L.

—

FAIRBANK'S SCALES.

COOKING STOVES.

AGATE IRON WARE.

WAFFLE IRONS.

CASH AND PAPER BOXES.

KEROSINE STUDY LAMPS.

CORNMEAL HOMINY.

Cracked WHEAT Cranberry SAUCE.

Stuffed PEPPERS MACKEREL

American HAMS and BACON.

Prime YORK HAMS.

WINES, &c.

CHATEAU LA TOUR, pinta & quarta

LES GRAVES,

BREAKFAST CLARET,

SABONNE MANZANILLA & AMON-

TILLADO.

SAGGIO'S OLD INVALID PORT

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COQUINHO'S BRANDY.

OLD BOURBON WHISKY.

BURKE'S OLD IRISH WHISKY.

KINAHAN'S LL WHISKY.

ROYAL GLENDEE WHISKY.

BOORD'S OLD TOM GIN.

JAMESON'S IRISH WHISKY.

MARSALA.

CHARTREUSE.

MABASCHINO.

CURACAO.

&c., &c., &c.

CIGARS.

NEUVO HABANOS, 1A HABANOS,
VEQUEROS, REGALIA ISLENA,
REGALIA SENCILLA, LONDRES,
DAMAS, INSULARES, HABANOS,
PERLAS, CIGARETTES.OILMAN'S STORES,
at the lowest possible prices
FOR CASH.MAC'EWEW, FRICKEL & Co.
Hongkong, July 1, 1885. 1105

To-day's Advertisements

FOR SHANGHAI.

The Steamship
Peking,
Captain G. HAUERMANN
will be despatched for the
above Port TO-MORROW, the 15th Inst.
at a.p.m.For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 14, 1885. 1108

CASTLE LINE OF STEAMERS.

FOR YOKOHAMA AND HIODO.

The Steamship
Amans Castle,
S. VALLER, Commander,
will be despatched for the
above Ports TO-MORROW, the 15th Inst.
at a.p.m.For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, July 14, 1885. 1108

FOR NEW YORK.

The 3/3 L.I.I. American Barque
Penobscot, Master, will land
here for the above Port, and
will have quick despatch.For Freight, apply to
RUSSELL & Co.

Hongkong, July 14, 1885. 1106

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY & FOOCHEW
(SHARPE PEAK).

The Co's Steamship

Thales, Captain POOCOCK, will be

despatched for the above

Paris on THURSDAY, the 16th Instant, at

Noon, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 14, 1885. 1108

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Charge & Passengers at through rates

to NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Ports on the YANGTZE.)

The Co's Steamship

Hector, Captain BATT, will be

despatched as above on

WEDNESDAY, the 22nd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 14, 1885. 1108

SHIPPING REPORTS.

The Pacific Mail S. Co.'s steamship

City of New York reports: From San

Francisco June 13th, with 834 tons mer-

chandise and flour, \$43,256.40 specie;

5 cabin and 4 steerage passengers for Yokohama, 5 cabin 143 steerage for Hongkong.

Arrived at Yokohama, on July 3rd, left

Yokohama on July 7th. From Yokohama, 28 tons cargo, 2 cabin and 5 steerage passengers—Ex. City of Tokio, 150 tons flour, 100 tons merchandise and fish, and \$168,800 specie, and 33 steerage passengers; strong S.W. winds with sea, from Kun Island to Turnabout. On July 12th, at 8 p.m., exchanged night signals with P. M. S. S. Co.'s steamer City of Rio de Janeiro.

The British steamer Galley of Lorrie reports: First part, strong S.W. winds with heavy sea; latter part variable winds and fine weather.

The British steamer Sumatra reports: Left Yokohama on 5th inst., at 4 a.m.; arrived Kobe on 6th inst., at 1.30 p.m. From Yokohama to Kobe, experienced light variable winds, thick overcast rainy weather, and high swell from Southwest. Left Kobe on 7th July, at 4 p.m., via Inland Sea, experienced light variable winds and fine, clear weather to arrival in Nagasaki on July 9th, at 4.50 a.m. Left Nagasaki on July 9th, at 4.20 p.m.; met with fresh S. Westerly winds and cloudy weather, high S. Westerly wind until 400 miles from that port; thence light variable winds, to arrival in Hongkong, July 12th, at 4 p.m. On July 9th, spoke an Austrian gulet, bound to Eastward, in Inland Sea. On July 13th, spoke steamer Port Jackson, from Southward bound to N. and Eastward, off Chapel Island.

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THE CHINA MAIL.

No. 6852.—JULY 14, 1855.]

laughed at him. Complainant could not swear that this was not true, but he did not believe it. No one was present at any conversation he had had with Meadows. He had said to Meadows "give me back the money if you like it," or proceed with me and let us do business." He still believed that Meadows had the money or knew who had it. He never asked Mr Frost if he had any influence with Meadows to get him to give him half the money. He had said to Frost that if Meadows had the money, if he would turn it up, he, complainant did not want it and Meadows should have a part." He had never said to Frost that "if Meadows has spent part of the money for him to divide the rest with me." He had not applied to have Meadows arrested because he did not think he had sufficient evidence against him. Meadows had given his word not to leave the Colony and as he, complainant, had written to Calcutta to enquire into Meadows' statement, he thought it was better to await a reply, as long as Meadows remained in the Colony. Mr Frost had said "he was going to stop here for six weeks." He had never asked Mr Frost to give him the Rs. 25,000. He had nothing more at present than what he stated to loud him to believe that Mr Frost was concerned in the theft of the Rs. 25,000, but he expected further information—*avon evidence*—from Rangoon.

Mr Wodehouse here told complainant that he need not answer any question as to what evidence he purposed producing.

Mr Wotton claimed that His Worship had no authority in law to stop the complainant answering a question in cross-examination.

Mr Wodehouse, in reply to Mr Wotton, was understood to say that he did not know of any authority but did not require one, and again told the complainant not to state what evidence he expected to obtain. This ended the cross-examination.

The complainant asked if he could question the defendant through his solicitor, but His Worship ruled that it was inadmissible.

Mr Wotton then addressed his Worship on behalf of the defendant. He held that not a little of legal evidence had been produced against the defendant. Complainant himself had stated that he believed that Meadows was still in possession of the money, and that there was no probability of any legal evidence being forthcoming, which would justify His Worship in detaining the defendant in prison for five or six weeks, until a reply was received from Calcutta. At all events if His Worshipship decided to remand the case he should ask that the bail be reduced for the defendant.

Mr Wodehouse said he should remand the case until to-morrow at 10 a.m. With regard to the bail, he saw no reason for reducing the amount. The solicitor for the prisoner had seen fit to conduct his case in his own manner, and had occupied the time of the Court for several hours in examining the complainant subject which did not bear upon the case, drawing inferences which were likely to be injurious to the character of the complainant. He should not reduce the bail.

Mr Wotton again appealed to His Worship and protested against the accusations made by His Worship as to his manner of conducting the cross-examination. While Mr Wotton was still speaking, His Worship gathered up his papers and left the bench in most indignant haste, without making any further reply to Mr Wotton.

SUPREME COURT.

IN ADMIRALTY.

(Before: His Honour E. J. Ackroyd, Puis e Judge; Mr. Justice A. E. McMurdo, R.N.; H.B.M.; Victor Emanuel; and Captain T. Brady, of the 'Rocca,' as Naval Assessors.)

Tuesday, July 14.

GERMAN S.S. 'DORIS' v. BRITISH S.S. 'PEKING'; AND THE 'PEKING' v. 'DORIS.'

Mr Francis, instructed by Messrs. Sharp, Johnson and Stokes, appeared for the owners of the 'Doris'; and the Attorney General (the Hon. E. L. O'Malley) and Mr. Leach, instructed by Messrs. Wotton & Co., the owners of the 'Peking.'

These actions arose out of a collision which took place in Hongkong Harbour on the night of the 26th May, and were consolidated. No specific amounts were claimed.

The hearing of these cases was resumed at 11 o'clock this morning.

Re-examined. Captain Heuermann said, when he had conducted to go full speed ahead, instead of the red light of the 'Doris,' instead of avoiding a collision, he would have run into her.

To the Court.—Even if he had gone full speed ahead, when he saw the 'Doris' change her course, he could not have avoided the collision. He could not explain how he did not see the 'Doris' before she came round the stern of the Austro-Hungarian Lloyd's steamer.

William Brown said he was chief officer of the 'Peking,' and had held a certificate, New Zealand, for four years, and was at sea for 24 years. He was on the forecastle head on the night of the 26th May, when the 'Peking' came from Shanghai. Witness fully corroborated the evidence given by Captain Heuermann. His way of opinion that if the 'Doris' had let go her anchor and put her engines full speed astern, when he first sighted her, which she could have done with perfect safety, the collision would have been avoided.

Cross-examined, witness said the only effect of stopping and reversing the engines when the green light of the 'Doris' came into sight, was to undo the effect of the first six strokes which the engines had made full speed ahead. If, instead of stopping and reversing the engines, he had kept going full speed ahead, the 'Peking' would have been considerably further across the harbour than she was when the collision took place, and been out of the way of the 'Doris.'

Witness then showed the pencil log book, read the following entry, made by the second mate:

"Engines put full speed ahead, when the chief mate sang out that a steamer which had suddenly come round the Austrian Lloyd's steamer, appeared to be making for the same buoy." Witness denied having made any such statement either to the Captain or second mate; what he did sing out was that the steamer was making for the other buoy. The statement in the log book that the steamer had no headway on her when the Captain sang out to the 'Doris' to go astern was also not correct; she was slightly moving through the water. It was his duty to say in the log book that the Captain shouted to the 'Doris' to go astern before he gave orders for his own engine to go full speed astern. Mr Francis pointed out several instances in which the entries in the pencil log book and those in the official log book, which he showed to witness, differed materially. Witness did not think the differences important.

To the Court.—A vessel going from five to six knots, out to bring up after letting out 75 fathoms of chain, provided her engines were not going full speed astern at the same time, of course a good deal depended on the depth of the water, and also the draught of the ship.

Ernest Oldham, the second officer of

the 'Peking,' then gave his evidence. He said he held a master's certificate (English) and had been 22 years at sea, and had held a German master's certificate since 1858. Witness' statements also corroborated those made by the Captain. With regard to the entries in the pencil log book, he explained that the events had been put down in their original form. He knew the morning after the collision, when he showed the log book to the Captain, who pointed it out, that he had made a mistake. His recollection of the day was right, and the entry in the log book was wrong. He told the Captain at the time he had made a mistake, but he did not like to alter it.

James Mitchell, chief engineer of the 'Peking,' said he was in charge of the engine on the night of the 26th May, when the steamer came into Hongkong Harbour from Shanghai. The fourth engineer was on duty with him. He kept the log book of the 'Peking,' and he made these entries from the 4th engineer's memorandum on the slate. At 10.54 that night, the engines were ordered half speed, a few minutes later they were ordered slow, and at 11 stop. At 11.1 the engines were ordered full speed astern, and kept that way for about five minutes, when they stopped. At 11.8 they were now slow. One minute later they were stopped; then they remained stopped for about a minute. Then the orders slowed, full speed ahead and then stop followed each other in rapid succession, all within a minute. One minute after the order was given to stop, the log book was full speed astern. Witness was not allowed to see the log book, and when the Attorney general asked him if the entry in the log book was right, he said it was. He had been asked by his statement, he said, to sign the log book, and when the Attorney general asked him if the entry in the log book was right, he said it was. The interval between the orders 'full speed ahead' and 'stop' was shorter than between the orders 'stop' and 'full speed astern.'

The log book was put in by Mr Francis.

The Attorney General then read the following entry from the book: "Full speed ahead and stop, and full speed astern at 11.1; and asked witness if that was correct, whether he read that as one or two sentences. Witness said he should read them as two sentences.

Mr Francis pointed out that an 'and' had been added over a dot representing a full stop between the words 'stop' and 'full.'

Witness in reply to his Lordship, said he inserted the 'and' at the time he wrote up the book, but he read the entry as two sentences.

Philip Smith, the fourth engineer, corroborated the statement of the Chief Engineer. The order 'full speed astern' followed quickly on the order 'stop.' There was nothing like an interval of a minute between them. The 'and' which appeared in the log book put on the slate when he marked the orders down.

Witness, in cross-examination, said he could not remember when the ship left the harbour the following morning, nor give any idea of the time, and then Mr. Francis asked him how he came to remember the other times so minutely, and not the time of leaving, and how often he had read over the parts of the log referring to the time of the collision, and suggested he had committed it to memory. Witness denied he had committed any foul play to the 'Doris.'

The log book was given with checks.

Mr Michael Hick Beach, Conservative, rose quickly and asked why it was that a liberal Government, which ought to be economical, had to resort to extreme forms of taxation in order to meet an extraordinary expenditure of \$100,000 per month.

This question was greeted with cheers from the Tory benches. Sir Michael went on and denounced the increased duty on spirits. He said the receipts from spirits were already decreasing. He thought a small increase in the duty on tea would have been wise and much more profitable.

The Government, he continued, should have raised the duty on wine, because wine was no longer a necessity of life than beer and spirit.

Sir Charles Dilke supported the budget.

Mr Childers, Chancellor of the Exchequer, in increasing the duties on beer and spirits.

London, June 5.—In the House of Commons, in the debate on the spirit tax, Mr Childers had no sooner got down explaining the Government's reason for not present refunding the tax, than the Right Hon. Sir Michael Hick Beach, Conservative, rose quickly and asked why it was that a liberal Government, which ought to be economical, had to resort to extreme forms of taxation in order to meet an extraordinary expenditure of \$100,000 per month.

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Mr Childers, Chancellor of the Exchequer, in increasing the duties on beer and spirits.

London, June 6.—In the House of Commons, in the debate on the spirit tax, Mr Childers had no sooner got down explaining the Government's reason for not present refunding the tax, than the Right Hon. Sir Michael Hick Beach, Conservative, rose quickly and asked why it was that a liberal Government, which ought to be economical, had to resort to extreme forms of taxation in order to meet an extraordinary expenditure of \$100,000 per month.

This question was greeted with cheers from the Tory benches. Sir Michael went on and denounced the increased duty on spirits.

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The Government, he continued, should have raised the duty on wine, because wine was no longer a necessity of life than beer and spirit.

Sir Charles Dilke supported the budget.

Mr Childers, Chancellor of the Exchequer, in increasing the duties on beer and spirits.

London, June 7.—A mass meeting, attended by 40,000 persons, was held in London this afternoon to denounce the action of Mr Childers, Chancellor of the Exchequer, in increasing the duties on beer and spirits.

The Attorney General then read the following entry from the book: "Full speed ahead and stop, and full speed astern at 11.1; and asked witness if that was correct, whether he read that as one or two sentences. Witness said he should read them as two sentences.

Mr Francis then addressed his Worship on behalf of the defendant. He held that not a little of legal evidence had been produced against the defendant. Complainant himself had stated that he believed that Meadows was still in possession of the money, and that there was no probability of any legal evidence being forthcoming, which would justify His Worship in detaining the defendant in prison for five or six weeks, until a reply was received from Calcutta. At all events if His Worshipship decided to remand the case he should ask that the bail be reduced for the defendant.

Mr Wodehouse said he should remand the case until to-morrow at 10 a.m. With regard to the bail, he saw no reason for reducing the amount.

The solicitor for the prisoner had seen fit to conduct his case in his own manner, and had occupied the time of the Court for several hours in examining the complainant subject which did not bear upon the case, drawing inferences which were likely to be injurious to the character of the complainant. He should not reduce the bail.

Mr Wotton again appealed to His Worship and protested against the accusations made by His Worship as to his manner of conducting the cross-examination. While Mr Wotton was still speaking, His Worship gathered up his papers and left the bench in most indignant haste, without making any further reply to Mr Wotton.

THE LOSS OF THE CITY OF TOKIO.

Says the *Japan Herald* of the 3rd instant:

"All doubt as to the ultimate fate of the P.M.S. S. City of Tokio is at rest, as the late yesterday broken her up. On Wednesday morning the wind was from N. by W. and the vessel lay comparatively comfortable, but after fifteen minutes a hill came, and the barometer fell rapidly, pressing a change of wind to the S.E. Under the circumstances, it was decided to abandon the vessel. The boats had been made fast one astern of another to a buoy abreast of the ship, with a line from each boat to the vessel. When therefore the buoy rope was let go, the boats were at once hauled alongside, and the crews and workmen, numbering 250 persons, were all safely embarked, and the boats then pulled ashore, and disembarked their crews in a neighbouring sheltered bight. Had the landing of the crew been postponed for another hour, all hands would probably have been lost.

The Government had already taxied enough to meet the emergency, and suggested that the

steamship Yokohama, which had been

engaged to tow the vessel, should be sent to the rescue.

The ship was towed to the port of

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Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
LONDON AND PLYMOUTH:

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargos can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, PORTS, MARSELLLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship RAVENNA. Captain E. Stewart, with Her Majesty's Warrant will be despatched from this port LONDON direct via SUEZ to CAIRO and west Ports of Call, on THURSDAY, 16th July, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie at the Office until 10 a.m. on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passenger desirous of insuring their baggage can do so on application at the Company's Office.

N.D.—This Steamer takes Cargo and Passengers for MARSELLLES.

A. McLEVER, Superintendent.
Hongkong, July 6, 1885. 1142

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIAGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS, MARSELLLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 23rd July, 1885, at Noon, the Company's S.S. PETRO, Commandant GUERIN, with MAIRS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd July, 1885. (Parcels are not to go on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, July 10, 1885. 1166

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on TUESDAY, the 28th July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers.

RETURN PASSENGERS. Passengers, who have paid full fare, re-embarking at San Francisco for China (or vice versa) within six months, will receive a refund of 20% of their Return Fare; if re-embarking within one year, an allowance or 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

F. E. FOSTER,
Agent.

Hongkong, July 11, 1885. 1177

FOR SALE.

COURSE, DISTANCE, AND AVERAGE SPEED TABLES, FROM LONDON, VIA THE SUEZ CANAL, TO INDIA, CHINA, JAPAN, &c., WITH VARIOUS OTHER TABLES AND NOTES, BY W. A. GULLAND.

To be obtained at the CHINA MAIL OFFICE, Messrs. LANE, CRAWFORD & CO., FALCONER & CO. Hongkong, September 2, 1884. 1474

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers and four ounces in weight are charged double, triple, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bond fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices of Books may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 6 cents.

The sender of any Registered Article The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. The application was made to the Postmaster General of Hongkong immediately the loss was discovered, the amount being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chile, Venezuela, The Argentine Republic, Bolivia, Paraguay, Trinidad, Guyana, Honduras, Bermuda, Labrador, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

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N.D.—This Steamer takes Cargo and Passengers for MARSELLLES.

A. McLEVER, Superintendent.

Hongkong, July 6, 1885. 1142

There is no charge on redirected correspondence within the Postal Union.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 1 cent per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Town Shotts, Letters, 10 cents.

10: Registration, 20 cents.

10: Post Cards, 3 cents each.

10: Newspapers, 5 cents each.

10: Books and Patterns, 5 cents each.

10: Half hour, 10 cents. 100: One hour, 20 cents.

Three hours, 50 cents. Six hours, 70 cents.

Day (from 6 to 6), One Dollar.

TO VICTORIA FRAKE.

Single Trip. Return Direct.

Four Cooldies, \$1.00 Four Coolies, \$1.50

Three Coolies, 0.85 Three Coolies, 1.20

Two Coolies, ... 0.70 Two Coolies, ... 1.00

Young Sian Young Sian

REGRET.

By Pak-ku Lam. By Aberdeen, Shortest Road.

Four Coolies, \$2.00 Four Coolies, \$2.50

Three Coolies, 1.60 Three Coolies, 2.00

Two Coolies, ... 1.30 Two Coolies, ... 1.60

Four Coolies, ... \$1.75

Three Coolies, ... 1.40 Two Coolies, ... 1.20

Local Delivery.

1. All correspondence posted before 5 p.m. on any post day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mail.

2. Invitations, &c. can generally be delivered within Victoria at the private office of the addressee rather than at place of business; if a visit, to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividends, Warrants, Invitations, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office un stamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly destroyed, if the nature of the content is first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in each Pattern Packet.

PARCELS.—The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamp obliterated from the nature of the contents was discovered.

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